

2002
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
154
Town of Christiansburg

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.





QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
ALT 	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Christiansburg																
8		0.22	14000	G	From	SCL Christiansburg Near I-81				F	0.094	F	0.591	15000	G	2002
					To	Old SCL Christiansburg										
8	W Main St	0.77	13000	G	From	Old SCL Christiansburg				C	0.092	F	0.592	14000	G	2002
					To	Radford St										
11	Radford St	1.40	11000	G	From	WCL Christiansburg				C	0.096	F	0.507	11000	G	2002
					To	SR 8 W Main St										
11	W Main St	0.30	9600	G	From	SR 8, Radford St				F	0.089	F	0.56	10000	G	2002
					To	Bus US 460 S Franklin St										
11	E Main St	0.12	8300	G	From	97% 0% 2% 0% 1% 0%				F	0.087	F	0.514	8600	G	2002
					To	Roanoke St										
11	Roanoke St	0.11	13000	G	From	97% 0% 2% 0% 1% 0%				F	0.087	F	0.529	13000	G	2002
					To	Craig St										
11	Roanoke St	0.98	12000	G	From	97% 0% 2% 0% 1% 0%				F	0.091	F	0.535	13000	G	2002
					To	SR 111 Depot St										
11	Roanoke St	0.90	15000	G	From	95% 0% 2% 1% 1% 0%				C	0.064	F	0.549	16000	G	2002
					To	US 460										
11	Roanoke St	0.91	17000	G	From	93% 0% 2% 1% 3% 0%				F	0.083	F	0.567	18000	G	2002
					To	.20 Mile North I-81 at Ramp										
11	Roanoke St	0.29	8500	N	From	93% 0% 2% 1% 3% 0%				N	0.091	N	0.507	8800	N	2002
					To	Tower Rd, Hampton Rd										
11	Roanoke St	2.01	8500	G	From	93% 0% 2% 1% 3% 0%				F	0.091	F	0.507	8800	G	2002
					To	ECL Christiansburg										
North 81		3.90	21000	G	From	SCL Christiansburg				F	0.067	F		21000	G	2002
					Combined Traffic:	43000	G	69% 1% 2% 1% 26% 2%	F							
North 81		0.77	24000	G	To	US 11 US 460				F	0.064	F		24000	G	2002
					From	68% 1% 2% 1% 27% 2%										
					To	NCL Christiansburg										
					From	SCL Christiansburg										
South 81		4.32	22000	G	70% 1% 2% 1% 25% 2%	F	0.067	F		21000	G	2002				
					Combined Traffic:	43000	G	69% 1% 2% 1% 26% 2%	F	NA		42000	G			
					To	US 11 US 460										
					From	68% 1% 2% 1% 27% 2%										
South 81		0.29	23000	G	70% 1% 2% 1% 25% 2%	F	0.061	F		22000	G	2002				
					Combined Traffic:	47000	G	69% 1% 2% 1% 26% 2%	F	0.062	F	0.509	46000	G		
					To	NCL Christiansburg										
					From	US 460										
111	Cambria Street	0.79	5800	G	95% 0% 3% 1% 1% 0%	C	0.09	F	0.540	6000	G	2002				
111	Cambria Street	0.39	6700	G	To	Ellett Rd				C	0.095	F	0.513	7000	G	2002
					From	96% 1% 3% 0% 1% 0%										
111	Depot Street	0.97	4300	G	To	Depot St				F	0.093	F	0.501	4500	G	2002
					From	Cambria St										
111	Depot Street	0.11	5900	G	To	Park St				C	0.096	F	0.518	6100	G	2002
					From	96% 0% 2% 1% 1% 0%										
					To	US 11										
					From	WCL Christiansburg										
114	Peppers Ferry Road	1.44	13000	G	96% 0% 2% 1% 1% 0%	F	0.084	F	0.514	14000	G	2002				
					To	US 460										
					From											

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						2Axle	3+Axle	1Trail	2Trail								
Town of Christiansburg																	
<div><div></div><div>460</div></div> N Franklin St	0.97	40000	N	From:	NCL Christiansburg				N	0.08	N	0.583	41000	N	2002		
				To:	SR 114 Peppers Ferry Rd												
<div><div></div><div>460</div></div> N Franklin St	0.66	49000	G	From:	89%	0%	2%	1%	7%	1%	F	0.082	F	0.55	50000	G	2002
				To:	US 460 Bus												
<div><div></div><div>460</div></div> <div><div></div><div>11</div></div> Roanoke St	0.91	17000	G	From:	US 11, BUS US 460				F	0.083	F	0.567	18000	G	2002		
				To:	0.20 Mile North I-81 at Ramp												
<div><div></div><div>460</div></div> <div><div></div><div>11</div></div> Roanoke St	0.29	8500	N	From:	93%	0%	2%	1%	3%	0%	N	0.091	N	0.507	8800	N	2002
				To:	Tower Rd, Hampton Rd												
<div><div></div><div>460</div></div> <div><div></div><div>11</div></div> Roanoke St	2.01	8500	G	From:	93%	0%	2%	1%	3%	0%	F	0.091	F	0.507	8800	G	2002
				To:	ECL Christiansburg												
<div><div></div><div>Bus</div><div>460</div></div>	0.18	32000	G	From:	US 460				F	0.089	F	0.592	33000	G	2002		
				To:	WCL Christiansburg												
<div><div></div><div>Bus</div><div>460</div></div> N Franklin St	0.11	32000	G	From:	96%	0%	2%	1%	1%	0%	F	0.089	F	0.592	33000	G	2002
				To:	SR 111 Cambria St												
<div><div></div><div>Bus</div><div>460</div></div> N Franklin St	1.38	27000	G	From:	96%	0%	2%	1%	1%	0%	C	0.082	F	0.534	28000	G	2002
				To:	Depot St												
<div><div></div><div>Bus</div><div>460</div></div> N Franklin St	0.28	12000	G	From:	96%	0%	2%	1%	1%	0%	F	0.083	F	0.518	12000	G	2002
				To:	US 11 Main St												
<div><div></div><div>Bus</div><div>460</div></div> <div><div></div><div>11</div></div> E Main St	0.12	8300	G	From:	97%	0%	2%	0%	1%	0%	F	0.087	F	0.514	8600	G	2002
				To:	Roanoke St												
<div><div></div><div>Bus</div><div>460</div></div> <div><div></div><div>11</div></div> Roanoke St	0.11	13000	G	From:	97%	0%	2%	0%	1%	0%	F	0.087	F	0.529	13000	G	2002
				To:	E Main St												
<div><div></div><div>Bus</div><div>460</div></div> <div><div></div><div>11</div></div> Roanoke St	0.98	12000	G	From:	97%	0%	2%	0%	1%	0%	F	0.091	F	0.535	13000	G	2002
				To:	Craig St												
<div><div></div><div>Bus</div><div>460</div></div> <div><div></div><div>11</div></div> Roanoke St	0.90	15000	G	From:	SR 111 Depot St				C	0.064	F	0.549	16000	G	2002		
				To:	US 460												
<div><div></div><div>1</div></div> Falling Branch Rd	0.46	NA		From:	60-640 JB-154 SCL Christiansburg				NA			NA					
				To:	US 11 Roanoke St												
<div><div></div><div>3500</div></div>	0.14	NA		From:	60-666 JB-154 WCL Christiansburg				NA			NA					
				To:	SR 8 W Main Street												
<div><div></div><div>3501</div></div> S Franklin St	1.21	4500	G	From:	ECL Christiansburg				C	0.103	F	0.735	4700	G	2002		
				To:	Alleghany St												
<div><div></div><div>3501</div></div> S Franklin St	0.57	6000	G	From:	Alleghany St				F	0.102	F	0.69	6300	G	2002		
				To:	US 460 Main St												
<div><div></div><div>3502</div></div> Phlegar St	0.08	6100	G	From:	US 11 Main St				F	0.09	F	0.532	6400	G	2002		
				To:	First St												
<div><div></div><div>3502</div></div> First St	0.40	6100	G	From:	Phlegar St				C	0.096	F	0.518	6300	G	2002		
				To:	US 460 Roanoke St												
<div><div></div><div>3503</div></div> Depot St	0.12	9300	G	From:	SR 8 App. Loc.				F	0.091	F	0.663	9700	G	2002		
				To:	College St												
<div><div></div><div>3503</div></div> Depot St	0.14	NA		From:	College St				NA			NA					
				To:	US 11												

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						2Axle	3+Axle	1Trail	2Trail							
Town of Christiansburg																
(3503) Depot St	0.41	NA		From:		US 11					NA			NA		
				To:		C7US 460										
(3503) Depot St	0.91	NA		From:							NA			NA		
				To:		SR 111										
(3504) Park St	0.87	1700	G	From:		E Main St				C	0.103	F	0.571	1700	G	2002
				To:		SR 111										
(3505) E Main St	0.17	2200	G	From:		Roanoke St				F	0.118	F	0.782	2300	G	2002
				To:		Park St										
(3506) Ellett Rd	0.39	2600	G	From:		SR 111				C	0.117	F	0.568	2800	G	2002
				To:		NCL Christiansburg										
Alleghany St		2400	G	From:		Canaan Rd					0.096	F		2500	G	2002
				To:		Miller St										
Church St		590	G	From:		Plum St					0.078	F		610	G	2002
				To:		King St										
Clearview Drive		2600	G	From:		Regan Drive					0.096	F	0.606	2600	G	2002
				To:		Wimmer Street										
Electric Way		520	G	From:		Fisher St					0.095	F		550	G	2002
				To:		Simmons Rd										
North Drive		260	G	From:		Depot Street					0.103	F	0.593	260	G	2002
				To:		E. Main Street										
Republic Road		600	G	From:		Lester Street					0.111	F	0.602	600	G	2002
				To:		Park Street										
Ridge Rd		110	G	From:		Overhill Rd					0.099	F		120	G	2002
				To:		Dogwood Terrace										
Summitridge Road		780	G	From:		Briarwood Drive					0.102	F	0.588	780	G	2002
				To:		S. Franklin Street										